

file
C-130
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RDR
DPD 0298-61

17 January 1961

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MEMORANDUM FOR : [REDACTED]
SUBJECT : Information on Lockheed C-130E Extended Range Hercules
REFERENCE : A. Operational Planning Data C-130E (AER 300)
B. Manufacturer's Model Specification for the Hercules
Extended Range Cargo Transport Model C-130E
(ER-5200M, Copy 89)

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1. In accordance with our informal conference of last week, I got in touch with [REDACTED] Vice President of Lockheed Aircraft Corporation, Marietta, Georgia, and solicited from him the referenced documents which are attached. He subsequently made these available to me through [REDACTED] representative here in Washington. I am passing them to you for your information and evaluation.

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2. [REDACTED] told me that according to present LAC plans and somewhat in conflict with reports circulating in the aviation trade press, the first C-130E is not scheduled to be delivered to USAF until sometime in March of 1962. Production is minimal until the summer of 1962, at which time a maximum delivery return of three per month commences against the total USAF order of fifty aircraft.

3. My reason for asking you to highlight these documents is to see if the C-130E offers any major advantages which we could well profit from in fulfilling the role envisioned for the introduction of a C-130 aircraft into Agency inventory. Without looking too carefully at these documents, I have assumed that differences between the C-130B and the C-130E cannot be made up by virtue of later retrofitting of a C-130B model. You will recall that we were able to achieve certain major objectives particular to the C-130B by addition of benson tanks to the C-130A.

4. However, in our negotiations with LAC well over a year ago when we were considering a C-130B and when the next Lockheed development was thought to be a much larger "Super Hercules", we did have an informal agreement from

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█ that if we bought a C-130B model whose advantages were eclipsed by the Super Hercules, we would get a guarantee of a reasonable turn-in of the C-130B on the latter aircraft. In other words, if you feel that the C-130E is sufficiently attractive to warrant its mention in any procurement action undertaken for the C-130B, we should be in a position to do this at the time the C-130B is ordered. In the normal course of events, we might be well advised to set on delivery of the C-130E, but I am afraid no matter how attractive this aircraft might be as an initial purchase, operational considerations will probably force us to buy the C-130B model before this time next year.

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Assistant Chief
DPD-DD/P

Attachments

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